

Today's Advertisements.

HONGKONG VOLUNTEER CORPS.

THE PROMENADE CONCERT advertised to be held at VOLUNTEER HEAD QUARTERS on the 26th instant, will now take place TO-MORROW, the 31st instant.

ADMISSION \$1.00

Soldiers, Sailors and Volunteers in Uniform

TICKETS can be obtained from VOLUNTEER HEAD QUARTERS, or at GATES on Evening of Concert.

Hongkong, 30th August, 1899. [1100a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Fay, will be despatched for the above Ports, on TUESDAY, the 5th September, at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th August, 1899. [1100a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched as above on TUESDAY, the 5th September, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th August, 1899. [1100a]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, YOKOHAMA AND VLADIVOSTOK.

THE Company's Steamship

"FLINTSHIRE,"

Dwyer, Commander, will be despatched for the above Ports on or about WEDNESDAY, the 6th September, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 30th August, 1899. [1100a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"

H. Harris, Commander, will be despatched as above on or about the 7th September.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 30th August, 1899. [972a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SIMON & CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

Captain Fendl, will be despatched as above on FRIDAY, the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th August, 1899. [932a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"ARGYL,"

will be despatched for the above port on or about the 15th September.

S.S. "JOHN SANDERSON" at intervals of 2 weeks.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 30th August, 1899. [941a]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 1st September, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Vanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 30th August, 1899. [1107a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

AN APPEAL

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493]

Intimation.



A. S. WATSON & Co., LIMITED.

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 30, 1899.

NOTES AND COMMENTS.

A SENSIBLE SUGGESTION.

On a former occasion we drew the attention of the public generally and the Authorities in particular to the great advantages of the dry earth system as applied to latrines and it is with the greatest of pleasure that we see the matter has now been taken up by the Director of Public Works. At to-morrow's meeting of the Sanitary Board Mr. O'NEILL will move:

"That in future the dry earth system be introduced into all the Government latrines, and also, if possible, in the privately owned latrines open for public use."

We earnestly hope that the P.W.D. Board will receive the full support of the Board and that no unnecessary objections will be raised. The introduction of the dry earth system will mean that the latrines will be rendered sweet and inodorous, and those who have had occasion to pass the one in Battery Path, or those situated by the Kowloon Godowns, cannot but admit that this will be a decided advantage. Another point is that the night-soil contractor's coolies will not be able to dump buckets down the storm-water drains, as they could do when the soil was in a liquid state. As we have said before, this system is the one most suited to Hongkong, and we feel sure that sanitary householders would adopt it at once, could they but see it in operation. As some of the members of the Sanitary Board may require convincing of the advantages of the system, we trust that Mr. O'NEILL will attend to-morrow's meeting armed with a copy of Victorian Pore's little work on Rural Hygiene. If that fails to convince the Board then nothing will.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE TRANSVAAL.

LONDON, August 28th.

In reply to Mr. Chamberlain's last despatch the Transvaal has notified that it adheres to its latest offer and declines to make further concessions.

WEATHER REPORT.

The Observatory report says:

On the 30th at 11.55 a.m. Barometric changes are unimportant. Pressure remains high over the E. coast of China and S. part of the China Sea, and relatively low in the N.W. part of the China Sea. Gradients slight for E. and S.E. winds in S. China. FORECAST:—Moderate E. to S.E. winds; squally, showery.

LOCAL AND GENERAL.

THE Resident of Ambonia reports on the morning of July 14th two rapidly following shocks of earthquake, of no determined direction or duration.

THE JUSTICE is unable in Penang and is unable to attend Court. Work is accumulating at the Supreme Court and the arrears list is said to be assuming alarming proportions.

THE Dutch deep-sea exploring vessel *Siboga* has been heard from up to the 6th of July. She has been in the Sulu Archipelago and reports finding a garrison of 600 American soldiers at Bangas, brought there in May to succeed the Spanish troops. She had been so unfortunate as to lose her dredge, in hauling it in heavily laden from 4,000 metres depth. They had after 18 hours of work hauled it up to within 200 metres of the bows when the cable broke.

RIKISHA owners in Penang are complaining of the scarcity of coolies, the recent outbreak of plague having frightened many away, and no immigrants having arrived to take their places.

THE Malay States Guides, says the *Malay Mail*, have received instructions to hold themselves in readiness for active service. Eighty men from the Selangor detachment were to be medically examined at Kuala Lumpur on Monday, the 21st inst.

THE *Malakka Courier* reports that in the interior of Portuguese Timor there is again heavy fighting, particularly in the neighbourhood of Bau Gede. The Portuguese have, it is said, suffered heavy loss, and one officer of theirs has been killed in battle.

SOME curiosity is felt here as to the future of the children left by the late Cavendish. It is not generally known that the Grand Duke George contracted a nuptial marriage some years ago with a very poor princess of one of the Czarist princely families, the union resulting in the birth of three children.

THE *Hong Kong Magazine* recalls a good story which Dr. Newman Hall used to tell on the lecture platform. An illiterate negro preacher said to his congregation: "My brethren, when de-fust man Adam was made, he was made ob wet clay, and set up agin de palings to dry." "Do you say," said one of the congregation, "dat Adam was made ob wet clay, an' set up agin de palings to dry?" "Yes, sar, I do." "Who made de palings?" "Sit down, sar," said the preacher sternly, "such questions as dat would upsturn de system of theology."

THE Mitsui Bussan Kaisha, the Hongkong agents, inform us that a Scheme is reported to be ripe for the incorporation into the Make Cotton Spinning Company in Kyushu, Japan, of two smaller spinning companies in the same district. The M.C.S.C. is one of the biggest and most prosperous concerns in the spinning industry in Japan. When the proposed incorporation is effected, the amount of the Company's capital will be 2,000,000 yen, and the number of spindles employed in its factories 70,000. It is understood that fresh efforts will be then directed to push the export of the products.

THIS is the *Japan Mail*—A good joke is circulating in local shipping circles at the expense of one of those petty officials in the Japanese service who make a fetish of "the spirit and the letter of the law." The P. & O. *Kohila*, though drawing only 2½ feet of water, touched mud when going alongside Yokohama Pier on Monday, and as a consequence had to lie on the bank until next day. As the shades of evening fell on Monday, the Harbour Master's launch, drew alongside the stranded steamer and hailed the "Captain." "Have you permission to lie here?" said a voice from the launch. "Oh, no," said Captain Lockyer. "Then you can't stay here." To which the Captain mildly replied "I'm afraid I must stay here, permission or no permission: we're on the mud." "But you have not official permission." "Well, I don't want to stay here, I can assure you," responded the worthy skipper. Soon after it dawned on the official personage that his protests were of no avail when a steamer had struck the mud of Yokohama harbour, and he retired in some confusion.

A CORRESPONDENT on the *Niboga*, the Dutch deep sea exploring vessel, relates that at Uluhan, near Sulu, they were passed by the small English steamer *Labuan*. The latter thought they wanted help, and tendered it, but it was of course not needed. The Captain of the *Labuan* seems to have told the Commander of the American *Garrison* at Sulu, by way of a joke, that the Dutch had hoisted their flag on one of the Sulu Islands, and with a few American residents, a launch, with an officer and 25 armed men, were sent out to see what was up. They did not find the *Niboga*. The correspondent goes on to say that relations between the Americans and the natives were far from friendly, and mutual contact was slight. They could never go very far from the place, but maintained a system of block-houses at a distance of some thousands of metres. From what the correspondent says, he says it was evident that colonisation is an entirely new business for the Americans, and the possession of Sulu, as well as that of the rest of the Philippines, was not an undivided joy. They said roundly that America would be glad to be quit of most of it, and that they were treating with other Powers about the Sulu group.

THERE will be a meeting of the Sanitary Board on Thursday, 31st August, at 4.15 p.m.

ORDERS of the DAY. 1. Report of an Inspection made by the Sub-Committee appointed by the Board to visit the Health Districts. 2. Report by Mr. F. Browne of special cleansing in the Kowloon Health District. 3. The Honorable Director of Public Works will move:—That in future the dry earth system be introduced into all the Government latrines, and also, if possible, in the privately owned latrines open for public use.

AGENDA.—1. Reply from Government as to present state of the Insanitary Properties Bill. 2. Appointment of an observation station at Lai Chi Kok in connection with the Sanitary Regulations recently made by the Board.

Application for permission to erect two Urinals in a building to be rented as the Royal Artillery Officers' Mess. 4. Two applications for permission to keep swine. 5. Report of Rinderpest, and an unwholesome Dairy at Kaitung City. 6. Further report of the progress of Bubonic Plague at Bombay. City for the period 18th to 31st July, 1899. 7. Further report of the progress of Bubonic Plague at Tai Nan, Formosa. 8. Mortality Returns from Macao for the weeks ended 6th, 13th, and 20th August, 1899. 9. Mortality Statistics for the Colony for the weeks ended 12th, 19th, and 26th August, 1899.

THE appointment of chief instructor of the School of Musketry at Hythe, vacant by the retirement of Colonel Wiehe, has been conferred on Captain Hopton, Highland Light Infantry, better known as Captain Dutton-Hunt, crack shot of the army.

CHARLES GRIFITH DEANE, a cashier in the employ of the Bank of Australasia, who was arrested at Scarborough on July 16th, on a charge of having stolen £3,753, the property of the Bank, pleaded guilty in Court, and offered restitution of the money. Sentence upon the prisoner was deferred.

ATA Regular Meeting of the "Lion and Rose" Lodge, R. A. O. B. held at 10, Queen's Road Central, on 29th instant, the following Officers were elected for the month of September, 1899: S. P., Primo J. Dalton, C. Mar, Bro. Marsden, C. Tyler, Bro. Tuohy, C. Con, Bro. Slute, C. Cham, Bro. G. Muckie, C. Reg. Bro. Burnett, C. A. of B., Primo J. Osberry, C. Min, Primo Burrell, C. Treas, Bro. Roberts, C. Sec, Primo Watling, C. Walter, Bro. Parkinson, C. T. Bro. Colosse, C. Phy, Bro. Jenner. The following Brethren contributed harmony during the evening: Primo's Burrell, Dalton, and Osberry, and Brothers Jenner, Ward, Hopkins, Marsden and Roberts.

A TELEGRAM dated Melbourne, July 20 says, the Melbourne *Argus* publishes an announcement that the new Cape cable is already being manufactured. The Melbourne *Age* gives great prominence to a similar announcement, and also says that according to the London *Times* Sir Andrew Clarke, Agent General for Victoria in London, who represented the colony at the late conference, had been previously informed by Sir George Turner, Prime Minister of Victoria, that until definite instructions were forwarded his acquiescence in any arrangement would not bind the Colony. This, it continues, is a sufficient answer to those who consider the Colony morally bound to the Pacific scheme which entails so large an expenditure.

WE would call the attention of our readers to an advertisement appearing in another column referring to the Hongkong Volunteers' Promenade Concert. A copy of the programme has been kindly forwarded to us and comprises turns given by such universal favourites as Mr. Walwyn and Serge Howell and, Ward while lovers of good sentimental singing will be pleased to hear that Mrs. Vallings, and Mr. Schmidt have consented to sing and Messrs. Van Nierop and G. P. Lammer will give "Excellence" as a duet. Miss Janet Waldorf has also given her kind permission for members of her company to appear. There are fifteen turns on the programme and ought to satisfy the most exacting.

WE would draw the attention of our readers to the advertisement of the Equitable Life Assurance Society appearing in another column and to the excellent advice which is contained therein. Life assurance has attained the position of a fine art in the United States and these great American companies offer exceptional advantage and are thoroughly to be depended upon. There have been several very sad cases of families being left destitute in the Far East of late, owing to the untimely death of the uninsured bread-winner, so it behooves family men to make provision in time. This advice is also applicable to unmarried men. They may marry at some future period or may wish to provide for their old age and this can always be accomplished by an endowment policy. The younger the life, the smaller the premium.

THE chief official of a certain Australian cricket ground carefully preserves a ball taken to Australia years ago by an English team. When the big match was played the visitors brought out this new ball to bowl with against the Australians in the latter's second innings. The score that the Australians had to face on a good wicket was an easy job—the first two batsmen might easily have made it. But the first Australian batsman came back with a long face. "They're breaking a foot either way," he said, and the next, and the next came back—till the English won the match. "An old cricketer at the last moment snatched up the ball, suspecting the truth. It was a beauty—one half a perfect hemisphere, the other half a big bulging, 'cuddled' lump. He showed it to the umpire. 'I didn't notice it,' said that gentleman, 'or I should not have allowed it in the game. So the matter ended, and now the ball is preserved, with the date of the match written on it, as a lasting memento of that match. Now and again it is taken out of its drawer and sent wobbling anyhow along a perfectly level table for the edification of visitors."

THE United States Consul at Marseilles in a recent report calls the attention of his Government to an "existing opportunity to create a successful American line which shall make Marseilles a port of call, while at the same time bringing together New York and the American Oriental possessions." He writes:—"Whatever may be the political future of the Philippines, it is impossible to conceive that we shall fail to establish there important commercial interests, and almost as impossible to believe that such interests can take permanent root, and the properly developed, without the aid of an American steamship line, opening new and profitable seaboard. The most convincing proof that such a line would pay its own way is the fact that the Messageries Maritimes, the Peninsular and Oriental, the Orient, and the British India companies all have regular and frequent sailings from Marseilles to the Far East. An American company would therefore have an equal opportunity for a trade of long standing, to which would be added the monopoly of the traffic between New York and Manila and a generous portion of the trade from New York to Marseilles, now controlled by two lines and irregular steamers plying between this port and the United States."

THEATRE ROYAL.

"AS YOU LIKE IT."

Considering the nature of the difficulties that had to be overcome, owing to yesterday having turned out so very unpropitious for the open-air performance as was originally intended, and it fact, right up to 2 o'clock in the afternoon it had not been decided that a change of venue was practical, it reflects the greatest credit on Mr. Jas. H. Love, the energetic manager of Miss Janet Waldorf's Company, for the manner in which the scenery and appointments that go so far to ensure success were removed in such an incredibly short time. The people who had booked their seats at the Volunteer parade ground had fresh seats allotted them at the Theatre, Mr. Love sitting at the "seat of custom" for that purpose. The very slightest delay ensued but as this was the only cause of complaint, it was taken philosophically and without a murmur.

The house was comfortably filled and we understand that the seats that were unoccupied, of which there were a few, were those that had been reserved for people who had been kept away by the inclemency of the weather. The play itself is so well known and popular that it would be only a waste of space to describe it, however much we should like to, so we will content ourselves with saying that the scenery for the wrestling match, in which young Orlando defeats Charles, the reigning duke's wrestler, was well designed and was only beaten by the Forest of Arden scene which was a triumph of scenic art, real trees being introduced on to the stage and giving the whole a most realistic effect.

The parts assigned to the members of the A. D. C. were well filled and with very few exceptions left nothing to be desired, and taking into consideration the very short time they have had to learn their parts, representing characters of the medieval age, it speaks volumes for the ardour with which they must have attacked their difficult undertaking, as it certainly does unarm all adverse criticism and we hope it will be taken in good spirit if we point out one or two instances in which the acting on their part was a trifle lacking. Mr. Looker, as Jacques, or as he is styled in the course of the play as Sir Melancholy, hardly fulfilled this character, knowing Mr. Looker, we are sure it must be most difficult for him to assume such a character but still the play demands it.

The well known lines the "seven ages of man" were exceptionally well given but did not somehow seem to fit in. Mr. Sexton as Oliver also did not, to our way of thinking, correctly fill the part. He raised such high hopes of his histrionic capabilities in the last pantomime that perhaps we expected more from him than was possible from the part which he had to play, a more comic part would certainly have suited him better. The character of the malignant elder brother in the first part was no doubt faultless, but then when he becomes the repentant and grateful relation the same scowling expression is maintained and makes it hard for the audience to thoroughly follow the words and spirit of the play. The unpleasant duties of the critic having been conscientiously done, it is with the greater pleasure we have to notice the good work accomplished, first by the ladies of the A. D. C. then the gentlemen, and then the members of the Company. Miss Phyllis's Phoebe was very natural as an exponent of the winsome young country damsel who has already seduced one rustic swain and looks with longing eyes towards a more elegant lover. This we believe is her first appearance on the stage and gives promise of her becoming quite a shining star in the future performances given by the ever popular Amateur Dramatic Club. Among the gentlemen Mr. Noble's Touchstone was the most conspicuous; he seemed to forget his own personality and to take on the character together with the garb of the Court Jester. The lampers were all excessively good and many of their friends were heard to remark that the whole family are born actors and actresses, and last night, they certainly acted up to the reputation. We hardly need say that the quartette "What shall we have? Who killed the deer?" given by Messrs. C. H. Lammer, G. H. Ardron, G. P. Lammer and W. E. Schmidt was splendidly given and received a well deserved encore while Mr. Ardron's solo, "Blow, Blow thou wintry wind" was given with great spirit and life. Mr. Lane, as Adam, moved the audience with the vast amount of sympathy he was enabled to put into the part, and many handkerchiefs were noticeable at the self-devotion displayed in sacrificing his hard earned savings to his master's necessities. Mr. Sherrington's part was only a small one but still he played it for all it was worth.

Miss Janet Waldorf, gave a fine display as a Shakespearean actress and proved as "fickle as the quivering shade by the light aspen made" changing from her womanly instincts to the manly part as naturally and beautifully as ever we have had the pleasure of seeing an actress perform. We still, though, are of opinion her strong point is tragedy, but her performance of the love parts last night have considerably raised our opinion of her capabilities of an all round actress of no mean ability. Misses Cranna and Currier were also good, the latter deserving great praise for the able manner which she, in conjunction with Mr. Love, have directed the whole performance through the rehearsal until the final drop of the curtain. Mr. Norval McGregor was not so well suited to his part of the forlorn lover. It is hardly fair to criticize how a man in love ought to be, as during that happy period a man is hardly responsible for his actions, but from this standpoint Mr. McGregor showed to advantage. The curtain dropped on a rural dance given by Oliver with Celia, Orlando with Rosalind, Touchstone with Audrey and Silvius with Phoebe, in which Messrs. Sexton, Noble and the others were able to show that they were still keeping their legs fit for the terpsichorean art.

We give the cast of characters:—
Hamlet, Duke Mr. F. P. Harrell.
Reigning Duke Mr. C. H. Lammer.
Jaques (Attending on the Duke) Mr. H. W. Looker.
Audrey (Daughter of Sir) Mr. G. H. Ardron.
Oliver (Son of Sir) Mr. G. H. Ardron.
Jaques (Roland de Hov) Mr. F. A. Cox.
Le Beau (Constable) Mr. G. H. Ardron.
Charles (Wrestler to Reigning Duke) Mr. G. P. Lammer.
Adam (Servant to Oliver) Mr. E. C. Lane.
Phoebe (Daughter of Sir) Mr. G. H. Ardron.
Celia (Shepherdess) Mr. H. A. Lammer.
Silvius (Country Clerk) Mr. H. A. Lammer.
William (Country Clerk) Mr. G. H. Ardron.
Orlando (Country Clerk) Mr. Norval McGregor.
Phyllis (Shepherdess) Miss Edith P. Jackson.
Audrey (Daughter of Sir) Miss Edith P. Jackson.
Janet Waldorf as Rosalind, Ada Dow Currier.

Mr. Love has just informed us that those who have booked seats for the parade ground, and were not able to attend, can have their money refunded by applying at Robinson's Printing Co., being careful to bring the unused tickets with them when making the application.

THE PLAGUE.

Cases reported to 29th instant 1,410.
Do. do. during past 24 hours 5.
Total 1,415.
Deaths reported to 29th instant 1,332.
Do. do. during past 24 hours 3.
Total 1,335.

REFLECTIONS.

TOO MUCH WEATHER.

We are certainly suffering at present from an excess of weather, at least everyone seems to think so to judge from the growls that one hears on all hands at its vagaries. The other day we were experiencing abnormal heat and all were saying, now we are fastidious up a record rainfall for the month of August and a diving dress is the most suitable garment for outdoor exercise. The vegetation appears to be reaping the benefit of it all, but the houses don't, as leaky roofs, blocked gutter-pipes and sundry and divers other little annoyances are the order of the day. For one thing we can congratulate ourselves, however, and that is upon having had the city thoroughly washed down, so much so in fact that some of our jerry-built structures have succumbed to it. A Chinese roof is a most weighty structure, weighing something like forty pounds to the square foot, and when it becomes sodden by rain the weight is greatly increased. What wonder then that many of these miserably built structures collapse under the strain!

I notice that the Ferry Company has erected turnstiles on the wharf at Kowloon, apparently with the object of checking the passengers travelling by the boats and so arresting any leakage in the fares. Why does not the Company do away with the ticket collectors on the boats altogether and station a couple of collectors on the Kowloon Wharf, so that all fares were paid there. It could easily be done, as Kowloon having had the city thoroughly washed down, so much so in fact that some of our jerry-built structures have succumbed to it. A Chinese roof is a most weighty structure, weighing something like forty pounds to the square foot, and when it becomes sodden by rain the weight is greatly increased. What wonder then that many of these miserably built structures collapse under the strain!

TURNSTILES.
I notice, Mr. Editor, that the Officials at the Legislative Council are still emulating Dickens' Circumlocution Office. It must take them hours to carefully consider how they can give the least possible information and still give an answer to the question put. Take the Hon. T. H. Whitehead's first question at the last meeting of the Council, for instance. The only answer vouchsafed was plain and uncompromising "No," and I have been puzzling my brains ever since to find out whether it was intended to mean that the information asked for had not been given or whether the Director of Public Works had been sanctioned to withhold the papers referred to from the Public Works Committee. Of course, Mr. Whitehead is a great nuisance to the officials, anyone who wants to gain information is, and one can imagine the disgust with which his very pertinent questions are regarded by them. Doubtless the Officials would prefer to see the Honourable Member suppressed, like

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|--------------------------------|--|-----------------------------------|
| HAKUAI MARU M. Nishimura | VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, WEL-HOWE, CHEFOO, CHENULFO & NAGASAKI | To-morrow, 31st August, at Noon. |
| TAMBA MARU J. W. Wale | YOKOHAMA (DIRECT) | Friday, 1st September, at Noon. |
| HIROSHIMA MARU S. Yoshizawa | Kobe and YOKOHAMA | Friday, 1st September, at 4 P.M. |
| MIKE MARU S. Kawamura | BOMBAY, VIA SINGAPORE and COLOMBO | Tuesday, 5th September, at Noon. |
| WAKASA MARU J. B. Macmillan | MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID | Thursday, 7th September, at Noon. |

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 28th August, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE, TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*SINGAPORE Pizzarello MONDAY, 4th Sept., at Noon.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers, and carry a Doctor and Stewardess.

For further-Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO., Agents.

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DISINFECT WITH SANITAS

FLUID, POWDER, SOAPS, &c.

OF ALL CHEMISTS AND STORES.

Valuable Book HOW TO DISINFECT free on application.

The SANITAS CO. LTD. BETHNAL GREEN, LONDON.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF Liquors Factories—Preserves Factories Laboratories of Druggists—Essences Factories STEAM KITCHENS

ECROT & CRANCE, rue Mathis, PARIS

BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

Scott's Emulsion

contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong—A. S. WATSON & Co.

Hongkong, 1st September, 1899.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

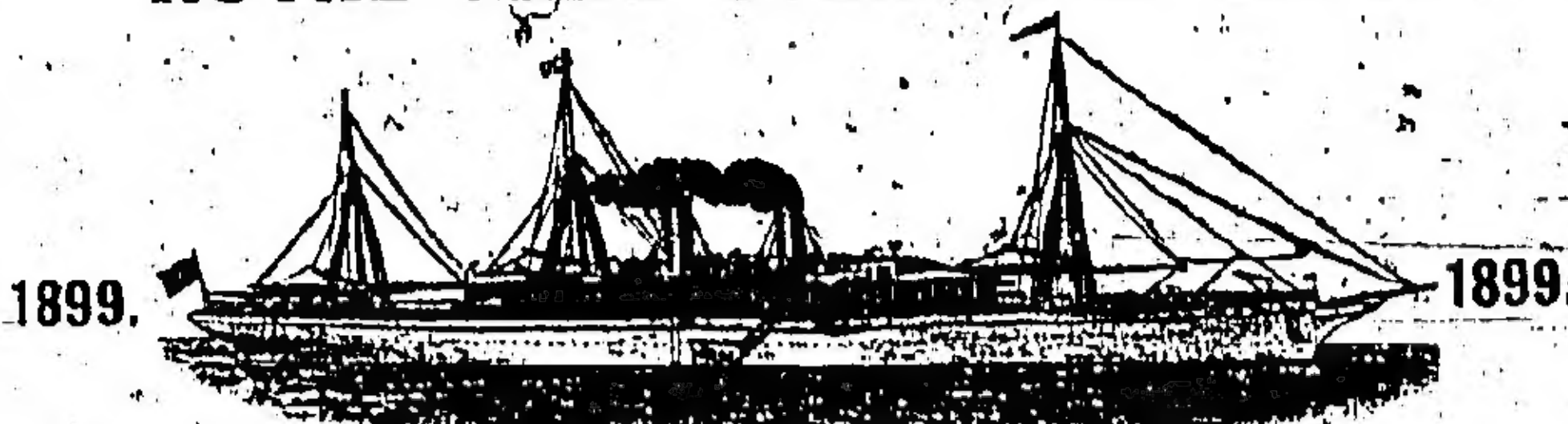
AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. See, apply to D. E. BROWN, General Agent, Peddler Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship "HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also, the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1899.

[1310]

WORTH A GUINEA A BOX:

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS & CO., APOTHECARIES HALL, 66, Queen's Road, Central, Hongkong.

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MEANS OF LOCOMOTION AT THE 1900 EXHIBITION.

PRECAUTIONS AGAINST FIRE.

PARIS, July 24th.

The Omnibus Company need it be said that it enjoys, and abuses a monopoly—has settled the arrangements it proposes to make to cope with the enormous extra-traffic expected to result from the exhibition. The increased accommodation to be afforded the public may best be gauged from the following simple comparison: During the 1889 exhibition the company worked sixty-two lines and ran 976 vehicles, offering seats for 62,000 persons per day. In 1900 there are to be ninety-two lines and 1,500 omnibuses, performing 25,000 journeys in the course of the day, and capable of transporting 1,028,000 passengers.

In 1889 the only means of locomotion inside the Exhibition, apart from the bath-chairs, was the Decauville railway, with its famous recommendations in all languages warning people not to come into collision with the trees. Next year matters will be much better managed. There will be an electric railway, every ingenious construction, running on rails, in the air, sometimes on a flat, and sometimes underground; it will at once be a convenience and offer visitors in a mild form the delights of the "switchback" railway. It will be supplemented by a double moving platform, one half of which will move in one and the other in the contrary direction.

The most thorough precautions are being taken to guard against fire and to extinguish it should it unhappily break out. All the buildings, including those to contain the side shows have been subjected to the most stringent expert examination with a view to insure their easy evacuation in case of panic. Every building, too, is to be "lighted" or rendered as nearly incombustible as the discoveries of modern chemistry permit. Finally, there are to be two large central fire stations and a great number of less important posts. —P. M. Gazette.

THE BRITISH SEAMAN.

Is the British seaman layed out, says the *Pall Mall*? Is his position in British shipowners' eyes, Mr. Ritchie, discussed the decadence of the humble foremast-hand before the boys of the *Worcester* at Greenwich on 27th ult. and we may be sure he had a sympathetic audience, for the rot that has been setting in effects officers as well as men. Shipowners appear to man their ships with Scandinavians because they are saved the trouble of training them, but this system is bad for the prestige of the British mercantile marine, and the first war such an exhibition would not be that may flow from it. Shipowners simply will not trouble to train apprentices, and the more foreign officers the less will the opportunities occur for providing a proper proportion of British-born men among our merchant captains and mates. It is inadvisable to counsel compulsion, but the British shipowner ought to be brought to a sense of his duty to his country somehow.

THE EISTEDDOD AND HIGHLAND DANCING.

The vigorous protest made by "Mabon," M.P., against permitting dancing at the Eisteddod has given rise to considerable Celtic indignation north of the Tweed. The cause of the protest, or at all events, the occasion, was the appearance on the platform of the National Eisteddod at Cardiff of a number of Scottish pipers and dancers, who performed the sword dance and a Highland ring. Mr. H. S. McBride, of Glasgow, who took the pipers to Wales, says that they have been frankly told that such an exhibition would not be liked, there would have been none. He feels sure that when the reason of the presence of the pipers at the Eisteddod is known, "it will be generally acknowledged that they did not deserve to have shewn on them any harsh, insulting, or ungentlemanly terms for doing what in the innocence of their hearts they thought would please the people to whom they claim a Celtic kinship." Others speak much more strongly concerning the "unpleasant incident" at Cardiff. There is likely to be a coolness between Scottish and Welsh Celts for some time. —P. M. Gazette.

FLAW IN THE AMERICAN CUSTOMS LAW.

A LOOPHOLE FOR TOURISTS.

July 25th.

Americans travelling in Europe will be interested to know that a defect has been discovered in the personal luggage clause of the Customs House Law which virtually destroys the offensive 100 dollar limit. The clause, in describing the personal effects which residents of the United States may bring back with them from abroad, reads as follows:—"No more than 100 dollars in value of articles purchased abroad by such residents shall be admitted free of duty upon their return."

It is claimed by the lawyers who are defending a woman whose large collection of jewellery, valued at 40,000 dollars, was seized recently by the Customs officials on her arrival from Europe, that the phrase, "purchased abroad by such residents," exempts from duty all presents or articles purchased by some one else. This means that the 100 dollar limit applies only to articles actually purchased by the person in whose possession they are on their arrival. On a declaration by the possessor that they are presents, or have been purchased by somebody else, the things become free of duty. Customs officials admit to me privately, says the *Daily News* New York correspondent, that they have long been aware of this defect in the law, and have been expecting to see the point raised almost daily since it went into effect. They say that if the question gets into court there is no doubt that the words will be construed liberally, and that the result will be that the law will be virtually nullified. American tourists have only to buy clothing, jewellery, &c., for each other in order to bring them in free of duty to the derision of the law and its authors.

This discovery is likely to aid in securing the repeal of the obnoxious law when Congress assembles.

TREASURE TROVE AT GRANGEBOURNE.

During the progress of the works in connection with the new docks, and at the excavations of the Grange Burn, Grangeboorne, Stirlingshire, which are being directed by Messrs. Brand and Son, Contractors, a valuable find, made by the workmen in the shape of an earthenware pot containing 3,000 silver coins of the sixteenth and seventeenth centuries, English, Spanish, Belgian, and other countries. The coins are in the custody of the contractors.

THE BURIAL OF THE PARSEE DEAD.

STRANGE TEACHING OF THE SACRED BOOKS.

We referred the other day, says the *Pioneer Mail* of Allahabad, to the controversy that is going on among the Parsees about the advisability of having a cemetery for burying their dead instead of exposing them to be devoured by birds, which is their ancient custom. The orthodox Parsees, of course, violently in favour of the old custom, and quote their ancient law-book called the Vendidad, which enjoins exposure and forbids burial. We have no desire to enter into the merits of the controversy; but as the Vendidad had been freely quoted by Parsee priests and others, who seem to take a firm stand upon its precepts, we may remark that this ancient code of laws is full of strange precepts, which are entirely impracticable in these days. The Parsees themselves have ceased to be guided by it in nearly every point, except this of the disposal of the dead, and a few others.

The dog, for instance, is treated in the Vendidad as on the same level with man, and a whole chapter is devoted to him. If a dog dies, his carcass, or rather we should say, his corpse, is to be disposed of with the same elaborate ritual as that of a man. If a man kills a water-dog, his punishment is 10,000 stripes with the priestly whip. Nay, it is safer to kill a man than to serve bad food to a shepherd's dog, for the man's master gets off with ninety stripes, whereas the bad master of the dog is a great sinner and will receive 200 stripes.

Then the Vendidad lays down also the law about the fees to be paid to the doctor for healing the sick, and the present-day Parsees, if consistent, ought to follow the following scale laid down in Chapter VII:—"A healer shall heal a priest for a holy blessing; he shall heal the master of a house for the value of an ox of low value; he shall heal the lord of a borough for the value of an ox of average value; he shall heal the lord of a town for the value of an ox of high value; he shall heal the lord of a province for the value of a chariot-and-four; he shall heal the wife of the master of a house for the value of a she-ass." And the Vendidad also advises him about what kind of healer to choose: "If several healers offer themselves together, O Zoroaster, namely, one who heals with the knife, one who heals with herbs, and one who heals with the holy word, it is the last one who will best drive away sickness from the body of the faithful."

A REMARKABLE TYRANT.

The assassination of the President of the San Domingan Republic was a most deliberate affair. General Heurieux was sitting under the balcony of a house in the Rue Colon at Moca, ready to mount his horse, in the presence of two friends, when an old beggar approached him from the front. General Heurieux was about to give him some money when Caceres rushed forward and quickly fired two revolver shots, one killing General Heurieux and the other killing the beggar. The crime was committed so rapidly that the friends of the President were unable to prevent it. The assassin's party while fleeing returned the fire of the President's party. The death has caused great commotion among San Domingans. Many believe that the crime was the result of a political conspiracy.

General Ulysses Heurieux, or "Lili," as he was familiarly called by friends and foes, was even in his youth a mauler, with regular features, showing the blending of the African and the Caucasian types. He had strong, resolute lips, a slightly receding chin, a broad, fleshy nose, fine crinkly hair, tinged with grey, and a coarse and pronounced moustache, cropped rather short. His eyes were light brown, and at first glance appeared mild—almost benevolent. They looked at you straight and continuously while he was talking to you. Unlike the eyes of his race, the whites were not streaked with little blood lines. Heurieux's manner, even in his most dangerous moments, was calm, could be bland, caressing and patronizing, and they have a saying in San Domingo that many of the poor devils he sent to the tragic blank wall or freshly opened wayside ditch felt almost flattered when he told them personally he could not afford to pardon them. It is no wonder his astute friends, as well as his enemies, learned to study his smile more closely than his frown. He employed a large number of spies, many of whom were women; but he was his own best spy. A few years ago in the city of San Domingo, Heurieux was the guest of honour at a reception which he had reason to think several politicians, who were secretly inimical to him, would attend. After he had shaken hands with all who presented themselves he quietly withdrew, went to his palace and issued forth again disguised as a common labourer. The grounds surrounding the house in which the reception was held were open, and, sauntering into them, he discerned a group in the dim lamplight who were evidently discussing some private affair with great earnestness. The President assumed the manner of a drunken man, approached them, and, thrusting himself down, as if to sleep, under a cart which stood near by. There he heard the rest of their conversation, and learned of a serious conspiracy against him personally.

Another story is told of more recent date. "Lili" knew a dangerous conspiracy was on foot, and learned the place and the hour of a proposed meeting of the conspirators. His spies were unable to give him the names of all. Therefore the President himself went to the rendezvous at the appointed time. He walked coolly into the circle, and, with an air of surprise, pointed with his finger at one after another of them, with the remark, "You here," repeated over and over again. They were literally dazed by his audacity, and, while they might have killed him on the spot, and thus have accomplished at once the main object of their plot, they allowed him to retire without a word or an attempted blow. The next day the men whom he had seen there were arrested, and in a few hours all, or nearly all, of them, had been shot by his soldiers.

MARK IV. BULLET.

The Secretary of State for War has lost no time in adopting the recommendation of the Select Committee appointed to consider and report upon the alleged defects of Mark IV. bullet, as developed at Disley. As soon as the War Office approval was received at Woolwich, instructions were sent to Messrs. Kynoch, Birmingham, and to the Birmingham Small Arms and Munitions Company (who have large Government orders for small arms ammunition in hand), to make the necessary alterations in the composition of the lead forming the core of the bullet. Similar instructions were issued to the Royal Laboratory, Woolwich Arsenal, and the manufacture of the improved service bullet begun on 21st ult. Birmingham and Woolwich turning out a combined output of about half a million rounds per day.

REDEEMING POINTS ABOUT A BRIGAND.

According to a Paris telegram, in the *Daily News* M. Chevalier, a French engineer, who was captured some time ago by Turkish brigands in Chalcidica, has been released on payment of a ransom of £15,000 by the Porte. When the capture took place, the soldier accompanying M. Chevalier and his wife attempted to defend them and was shot for his pains. Madame Chevalier fainted. The chief of the brigands, named Yorgaki, has now sent a present of £750 to the widow and orphan of the soldier, and has requested M. Chevalier to accept a present of £77 to drink a few glasses of champagne on her release in order to recover completely from her fright.

THE TRANSVAAL.

Among other advice to shareholders in Gold Mines, the *Economist*, a London financial journal, expresses the following opinion. If correct, and undoubtedly the paragraph is founded on substantial grounds, the outlook in the Transvaal does not appear to be so serious as is generally believed.

"The Transvaal, as usual, is in the throes of politics, and as the state of the share market is entirely dependent upon this special phase, and as all interest is centred upon the issue, it seems unnecessary to deal with details of mining progress."

I think it almost certain that in six months all Transvaal shares will be higher than to-day, good and bad alike, and I think no better advice can at present be offered to the intending investor than to buy the best dividend paying shares, without waiting for a problematical panic, which I do not expect."

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin, & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."
Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1899. [10549]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"AUSTRALIAN."
Captain Helms, will be despatched as above on FRIDAY, the 1st September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—Return Tickets issued by this Company to and from MANILA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th August, 1899. [10550]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [10551]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th August, 1899. [10552]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI."
Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd August, 1899. [10553]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES."
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 31st instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LARPAK & Co., General Managers.

Hongkong, 30th August, 1899. [10554]

FOR MANILA.
(Taking Cargo at through Rates for ILOILO.)
THE Steamship

"URANUS."
Captain Land, will be despatched as above on FRIDAY, the 1st September, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 29th August, 1899. [11054]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 2nd September, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1899. [10555]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above on SUNDAY, the 3rd September.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th August, 1899. [10556]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"STENTOR."
Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1899. [10557]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENVENUE."
Captain Potter, will be despatched as above on or about the 8th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th August, 1899. [10558]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PYRRHUS."
Captain Hall, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th August, 1899. [10559]

SHEWAN TOMES & CO. "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.
THE New Steamship

"PING SUEY."
Captain C. de la Perelle, will be despatched for the above Port, on or about the 3rd October.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 21st August, 1899. [10560]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW."
will be despatched alternately from Messrs. DOUGLAS LARPAK & Co.'s WHARF, at 3 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIMING and TAMSUI.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI \$ 5
HONGKONG to WUCHOW \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [10561]

Consignees.

TOYO KISEN KAISHA.

NOTICE.
CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."
are hereby notified that their Goods are at their risk, being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 31st instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1899. [1310]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"SUISANG."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Manager.

Hongkong, 24th August, 1899. [10562]

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 26th August, 1899. [10563]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1899. [18]

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.
PASSENGER ELAVATOR from EN-TRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM, Proprietor & Manager.

Hongkong, 28th April, 1899. [19]

To be Let.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Howington Saw Mills.

GROUND FLOOR, 32 FEET STREET. OFFICES: 1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD" MAGAZINE GAR. No. 4, "HARFORD" TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the Imperial Bank of CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H." c/o of this Office.

Hongkong, 17th May, 1899. [664]

Intimations.

PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East.

Hongkong, 30th June, 1899. [853]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., LD. DUNLOP TYRES' BICYCLES—PRICE, \$160.

A special reliable Watch made for this Climate.

Quality A \$16
Quality B \$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

CARBOLINE MAYERENARIUS.

USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent out to fit up installations if required.

NOTE: ADDRESS—14, PRINCE CENTRAL.

For full particulars see, &c., Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1899. [135]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS, Sole Agents for Louis Audouin's Watches awarded the highest Prizes at every Exhibition; and for Yachtmaster and John's CELEBRATED OPERA GLASSES, MARINE GLASSES and STYLASSES. Nos. 54 & 56, Queen's Road Central, [140]

F. CAZANOVE, BORDEAUX.

GOLD MEDALS, Bordeaux, 1882, Paris, 1889.

LIQUOR OF THE REVEREND FATHER A. KERMANN.

This ELIXIR is employed with success to restore the FORCES OF THE STOMACH AND FACILITATES THE DIGESTION.

TONIC WINE Of the Rev. Father A. KERMANN, MONSIEUR DE DR. GÖLZ, CREME DE MANDARINE, AVELINE—ANISETTE SUPERFINE.

Apply to LAENDLER & Co., Paris.

LET ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899. [156a]

SIEN TING, SURGEON DENTIST, No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE, Consultation free. Hongkong, 27th September, 1898. [43]

DENTISTRY, SUF SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours: RELAT, British ship, John Hughes—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS. (August 30th.)

Banks.

Hongkong and Shanghai Banking Corporation—355 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 21 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—55 buyers.

National Bank of China, Ltd.—\$25 buyers.

Do. —\$25 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260 buyers.

China Traders Insurance Co., Limited—\$62 buyers.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$117 buyers.

Canton Insurance Office, Ltd.—\$150 buyers.

Strait Insurance Co., Ltd.—\$64.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$315.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$32.

Indo-China Steam Navigation Company, Ltd.—\$57 buyers.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$56.

China Mutual S. S. Co., Ltd.—(Preference)—59 buyers.

China Mutual S. S. Co., Ltd.—(Ordinary)—53 buyers.

China Mutual S. S. Co., Ltd.—(Ordinary)—53 buyers.

Star Ferry Co., Ltd.—\$174.

Refineries.

China Sugar Refining Co., Ltd.—\$153.

Luzon Sugar Refining Co., Ltd.—\$55.

Mining.

Panjom Mining Co., Ltd.—\$9.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$240.

Queen Mines, Limited—\$50.

Jeleu Mining and Trading Co., Ltd.—\$14.

Raub Alluvial Gold Mining Co., Ltd.—\$61.

Oliviers Freehold Mines, Ltd.—(A) \$58.

Oliviers Freehold Mines, Ltd.—(B) \$52.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$350.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$15.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$96.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$16.

Land, Hotels and Buildings.

China Provider: Loan and Mortgage Co., Ltd.—\$10.

Hongkong Land Investment and Agency Co., Ltd.—\$104.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$36.

Hongkong Hotel Co., Ltd.—\$128.

Humphreys Estate and Finance Co., Ltd.—\$104.

Miscellaneous.

Green Island Cement Co., Ltd.—\$31.

China Portland Cement Co., Ltd.—\$31.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geoff. Fowling & Co., Ltd.—\$130.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—\$130.

Diary Farm Co., Limited—\$8.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$12.

Bells Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$70.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 67.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Lanoung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yuhong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$4 per share.

BENJAMIN KELLY & POTTS (Share Brokers).

Telephone Address—"Rialto."

EXCHANGE.

Hongkong, 30th August.

ON LONDON, Telegraphic Transfer 1/11 1/2

" Bank Bills on demand 1/11 7/16

" Credits, 3 months sight 1/11 13/16

" Dinants, 4 months sight 1/11 13/16

ON BERLIN, (demand) 2/47

ON PARIS, Bank Bills on demand 2/47

Credits, 4 months sight 2/50

ON NEW YORK, Bank Bills on demand 47 1/2

Credits, 30 days sight 48 1/2

ON BOMBAY, Telegraphic Transfer 147

On demand 147

ON SHANGHAI, Telegraphic Transfer 73 1/2

Private, 30 days sight 73 1/2

ON YOKOHAMA, T.T. 44 per cent. prem.

Sovereigns to Gold Buying Rate \$10.18

Gold Leaf too touch, per tael \$29.00

Bar Silver \$27 1/2

Dollars \$27 1/2 per cent. prem.

OPUM QUOTATIONS.

Hongkong, 30th August.

New Palma 850 per chest.

New Benares 840 per chest.

New Malwa 750/770 per picul.

Old Malwa 780/840 per picul.

Persian, paper tied 670/750 per picul.

VISITORS AT THE HONGKONG HOTEL.

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Mr. A. Forbes Mr. G. H. Wheeler
Lt. Col. A. Fraser Capt. J. Young
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Bishop Burdon Hon. and Mrs. R. D. Rev. F. Flynn, R.N. Ormsby
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D.A.A.G. Mr. and Mrs. W. E. Turner
Major M. M. Morris, Consul Valpicelli
Mrs. Morris Madame Valpicelli
Miss Ormsby

VESSELS IN PORT.

Steamers.

AMARA, British steamer, 1,705, C. J. Matlock, 28th Aug.—Mojito 1st Aug. Coal—Jardine, Matheson & Co.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 29th Aug.—Kobe 24th Aug. General—Gibb, Livingston & Co.

BELLEFLORE, British steamer, 1,318, Lyons, 25th Aug.—Java 6th Aug. and Singapore 18th Aug.—Butterfield & Swire.

BENJAMIN, British steamer, 1,484, A. Webster, 25th Aug.—Mojito 19th Aug. Coal—Gibb, Livingston & Co.

CARLEISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Mojito 1st Aug. General—Butterfield & Swire.

CROWN OF ARAGON, British steamer, 1,471, J. G. Dorward, 27th Aug.—Foonchow 25th Aug. Tea—Gillman & Co.

DUNAY, Austrian steamer, 1,004, Kissilick, 26th Aug.—Mojito 19th Aug. Coal—Sander, Wieler & Co.

ELSA, German steamer, 903, F. Petersen, 29th Aug.—Newchwang 23rd Aug. General—Johansen & Co.

ESMERALDA, British steamer, 966, R. W. Cobban, 22nd Aug.—Manila 19th Aug. General—Shewan, Tomes & Co.

HAILAN, French steamer, 377, W. Bast, 28th Aug.—Amoy 26th Aug. General—A. R. Marty.

HAKUAI MARU, Japanese steamer, 1,419, M. Nishimura, 24th Aug.—Amoy 23rd Aug. General—Nippon Yusen Kaisha.

HIROSHIMA MARU, Japanese steamer, 2,035, S. Yoshizawa, 28th Aug.—Singapore 22nd Aug. General—Nippon Yusen Kaisha.

HOLSTEIN, German steamer, 985, M. Ipland, 26th Aug.—Saigon 22nd Aug. Rice—Jensen & Co.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 29th Aug.—Java 20th Aug. Sugar—Jardine, Matheson & Co.

MARIE JENSEN, German steamer, 1,721, T. C. Mathiesen, 24th Aug.—Bangkok 17th Aug. General—Jensen & Co.

MANSAR, British steamer, 1,643, J. Kynock, 27th Aug.—Sundaland 20th Aug. Timber—Jardine, Matheson & Co.

OLYMPIA, American steamer, 1,730, J. Truebridge, 21st Aug.—Tacoma, U.S.A. 23rd July. General—Dodwell & Co.

OSTA, Norwegian steamer, 778, Ch. Pedersen, 24th Aug.—Canton 23rd Aug. Ballast—Sander, Wieler & Co.

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 25th Aug.—Bangkok 17th Aug. and Kohsi-chang 19th Aug. General—Yuen Fat Hong.

PHRA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July.—Bangkok 25th July. General—Yuen Fat Hong.

SINGAPORE, Italian steamer, 2,431, J. E. Pevarella, 29th Aug.—Genoa 24th July, and Singapore 22nd Aug. General—Carlowitz & Co.

SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.—Calcutta via Penang and Singapore 18th Aug. Opium and General—Jardine, Matheson & Co.

THALES, British steamer, 820, T. Hall, 29th Aug.—Swatow 28th August. General—Douglas, Lapraik & Co.

TIRITO, German steamer, 1,033, W. A. Dinse, 28th Aug.—Saigon 24th Aug. Rice—Siemssen & Co.

URANUS, American steamer, 1,200, Salvador Landu, 29th Aug.—Manila 27th Aug. General—Brandao & Co.

Sailing Vessels.

GOVERNOR ROBE, American ship, 1,627, Nichols, 21st Aug.—New York 5th May. Kerosine Oil—Standard Oil Co.

KELAT, British ship, 822, John Hughes, 5th Aug.—New York 3rd April, Case Oil—Standard Oil Co.

SIMLA, British 4-masted bark, 2,087, Huettis, 25th Aug.—Cebu and Philippine Islands 22nd Aug. Ballast—Order.

ST. DAVID, American ship, 1,400, Lyons, 16th Aug.—San Francisco 3rd June. Flour—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, August 30th, 1899.

Alacrity, despatch vessel, 1,700 tons, 10 p.m. g.f. Smith, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.

Algerine, screw, 1,050 tons, 6 guns, 1,100 h.p. Comd. E. J. W. Slade, Foonchow, Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,000 h.p. Capt. Hon. S. C. J. Colville, C.B., cruising.

Donaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p. Capt. R. J. Montgomerie, C.B., R.N., Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p. Capt. Wren, cruising.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 h.p. Captain R. J. Jellicoe, cruising.

Daphne, screw, 1,140 tons, 8 guns, 2,000 h.p. Comd. C. Winnington-Ingram, cruising.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p. Lieut. Comd. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 h.p. Lieut. Comd. R. Keyes, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.

Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p. 18 guns, Capt. G. Callaghan, cruising.

Humber, stagership, 1,840 tons, 800 h.p., Comd. H. J. Davidson, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p. Capt. H. N. Dudding, cruising.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 3,600 tons, Capt. J. Burke, Hongkong.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p. Lieut. Comd. P. S. St. John, Manila.

Phaenix, screw, 1,050 tons, 6 guns, 1,100 h.p. Comd. R. P. Cochran, Singapore.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p. Lieut. Comd. F. E. Green, en route Shanghai.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p. Lieut. Comd. S. V. Y. De M. Cooper, Foonchow.

Powerful, 1st class cruiser, 14,200 tons, 25,000 h.p. Hon. H. Lambton, Wei-hai-wei.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p. Lieut. Comd. The Hon. G. A. Hardinge, Foonchow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foonchow.